

# **Every Day Counts (EDC)**

## **Arizona Local Public Agency (AZLPA) Stakeholder Council**

### **Meeting Minutes**

**DATE: Thursday, September 14, 2017**

**TIME: 10:00AM - 2:00PM**

**LOCATION: Maricopa Association of Governments (MAG) – 302 N. 1<sup>st</sup> Ave, Phoenix, AZ 85003**

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#### **WELCOME AND INTRODUCTIONS**

Welcome by Jodi Rooney.

#### **RECAP AND SUMMARY OF JUNE 8, 2017 MEETING AND TOPICS**

Arizona Management Systems (AMS):

Jodi Rooney revisited the presentation by Dallas Hammit, ADOT State Engineer. Dallas presented on the new direction ADOT is taking with revising processes to allow for more efficiencies. Additionally, he showed videos on implementing thermal imaging devices to curtail wrong way drivers. Device testing is taking place now to determine the effectiveness of the technology.

Timeline to Obligation:

The example timeline given to the attendees is to track a prospective project. The timeline highlights accomplishments to take place within each quarter. This will assist with reducing spikes in delivering projects by the end of the state fiscal year (4<sup>th</sup> quarter). The timeline is to help prepare stakeholders to secure and expend federal funds.

#### **PARTICIPANT FEEDBACK AND OPEN DISCUSSION**

Suggestions and concerns from the Committee on Obligating Funds:

- A two year timeline is too quick to execute a project. Timelines need to be considered based on issues.
- Perhaps at the two year mark a project review can take place. Consider a review at 30%, 60% and at 90%. During the last 10% is when the COG and MPO puts money into their project.
- Sometimes changes are not always controlled by the local agency such as environmental issues/clearances. Reviews during the project would be better than hard deadlines.
- Change orders can also extend the timeline on a project. A more accurate design would help with fewer changes while in construction.
- ADOT holds on to local funds for too long and it leads to frustration. Funds are staying with ADOT for a long time during project closeout.
- Deobligating of funds before the project is finished. Deobligate less. There is frustration with not having enough funds. Speak to Patrick Stone regarding revising the timing when money is swept. Federal funds are swept too quickly.
- Local agencies do not want to go back to council to change the IGA/JPA. Legal contracts need to be amended and they take time. Condemnation and liens also hold up projects.

## **MEETING TOPIC – ARIZONA HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**

Guest speakers Kerry Wilcoxon, State Traffic Safety Engineer and Larry Talley, Safety Analyst presented on the following topics:

### **Arizona Safety Target Setting**

- 2016 crash numbers were provided to the attendees.
- On August 31, 2017, ADOT formally established safety targets (projections) for Arizona for 2018.
- All MPO/COGs must establish safety targets by February 27, 2018. ADOT recommends adoption of safe safety targets.

### **HSIP Ranking Process**

- The ADOT HSIP Program manager will rank all potential HSIP projects based on technical merits (SHSP score) as outlined in this document and in the HSIP application.
- A nine member Safety Review Committee, comprised of FHWA, local and ADOT staff will be convened to review and approve the proposed list.
- The HSIP Program Manager will then submit the prioritized list to the State Engineer's Office for final ranking and approval.
- Once the prioritized HSIP eligible list is approved, the HSIP Program Manager will issue the approved HSIP eligibility letter and enter the project into the ADOT Five-Year Transportation Facilities Construction Program.

## **UPCOMING CHANGES – HURF AND PDA**

### **Highway User Revenue Fund (HURF) Exchange**

- HURF documents are not yet finalized.
- The ADOT LPA Section Program Manager will serve as the administrative representative for HURF projects. These projects will not use ADOT project managers.

### **Project Development Administration (PDA)**

- Project Management Design Review (PMDR) will be renamed to Project Development Administration (PDA) for everything it takes to deliver an LPA project through project development.
- Beginning mid-September, design reviews will no longer be performed by in house ADOT staff; rather, compliance reviews will be conducted by a team of consultant compliance reviewers that will be on site in Phoenix. Infrastructure, Delivery and Operations Division (IDO) will change our business practice from "Quality Control Reviews" to "Compliance Reviews".

## **ROUNDTABLE**

- An observation was made from one local agency that ADOT finance no longer allows a local agency to utilize revolving accounts for the charging of small invoices off their account. ADOT is checking into this practice with ADOT finance and will get back to the team at a later date.

## **ANNOUNCEMENTS**

Rural Transportation Summit is from October 18 to October 20, 2017.

## **ADJOURN**

September 14, 2017 at 2:10 pm

**ATTACHMENTS**

- Arizona Safety Target Setting Presentation
- HSIP Ranking Process Presentation
- HSIP Application and HSIP Eligibility Letter
- HSIP Manual
- Sign in Sheet

## Arizona Safety Target Setting

EDC Arizona Local Public Agency Stakeholder Council

Kerry Wilcoxon, P.E., PTOE

ADOT State Traffic Safety Engineer

September 14, 2017

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## 2016 Arizona Crash Numbers

**962** fatalities

**7% Increase** over 2015

**4515** serious injuries

**10% Increase** over 2015

**126,920** traffic crashes

**9% Increase** over 2015

**2017 Projection: 1000** fatalities

From Safety Data Mart & FARS

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## Background

On March 15, 2016, Federal Government Established the National Performance Management Measures:

State DOTs will now be required to establish performance targets and assess performance in 12 areas established by the MAP-21, and FHWA will assess 2 their progress toward meeting targets in 10 of these areas. (page 2)

The Metropolitan Planning Organizations (MPO) shall establish performance targets for each of the measures identified ...not later than 180 days after the respective State DOT ... (page 35)



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## FHWA Requirements

These HSIP targets must match HSP targets

### Safety Performance Measures

**Number of Fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.

**Rate of Fatalities:** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.

**Number of Serious Injuries:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.

**Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.

**Number of Non-motorized Fatalities and Non-motorized Serious Injuries:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

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## Overview

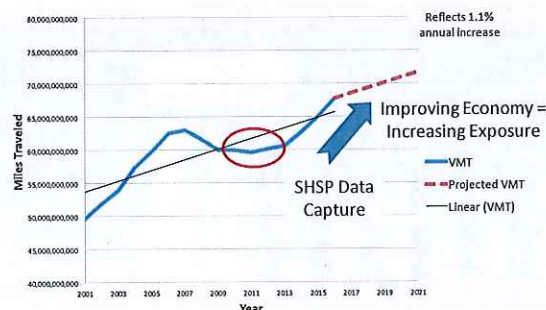
On August 31, 2017, ADOT formally established safety targets (projections) for Arizona for 2018

All MPO/COGs must also establish safety targets within 180 days of the state  
(Due: February 27, 2018)

ADOT recommends adoption of state safety targets

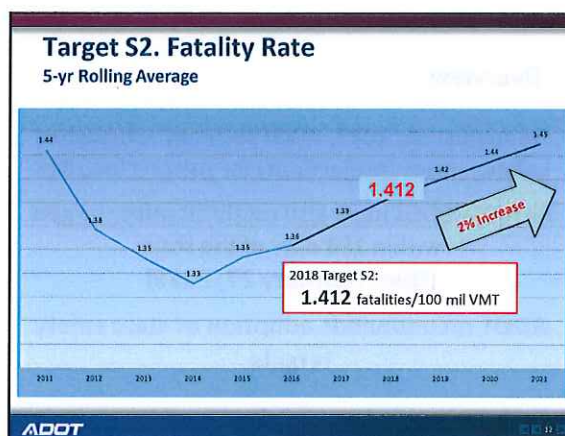
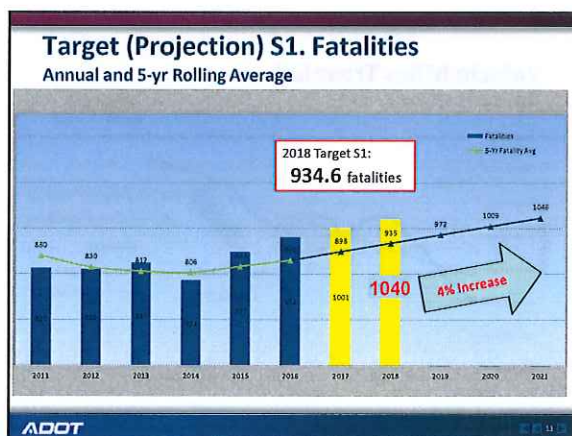
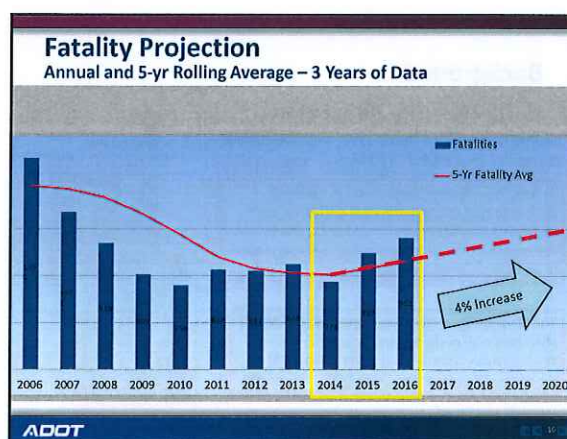
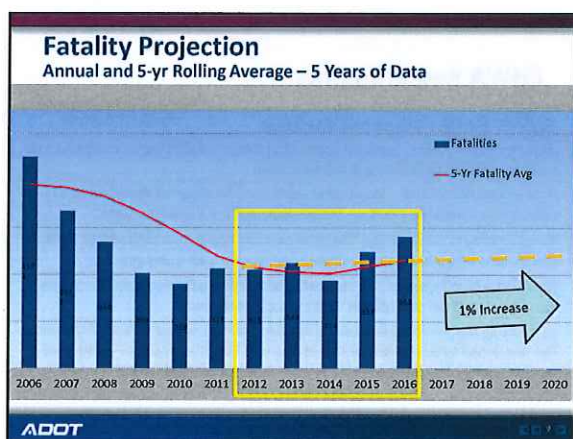
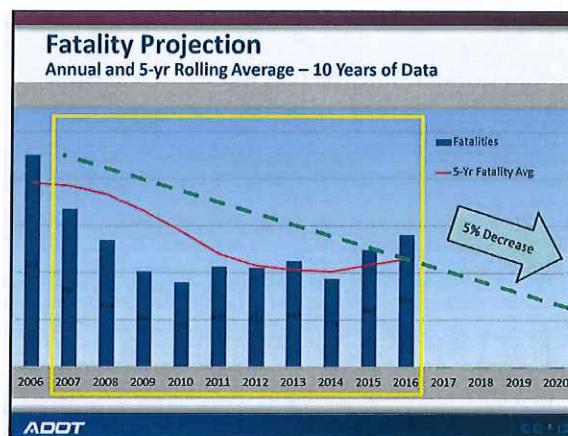
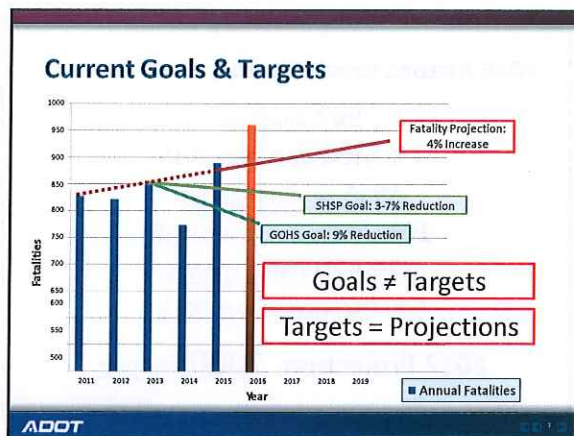
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## Vehicle Miles Traveled



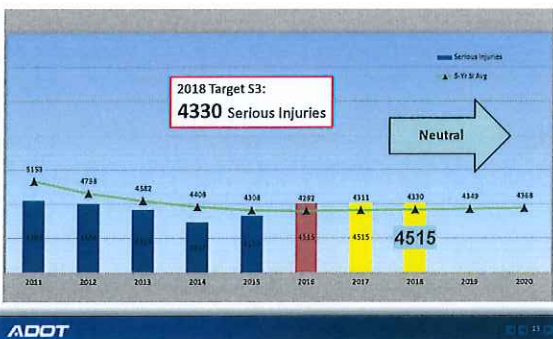
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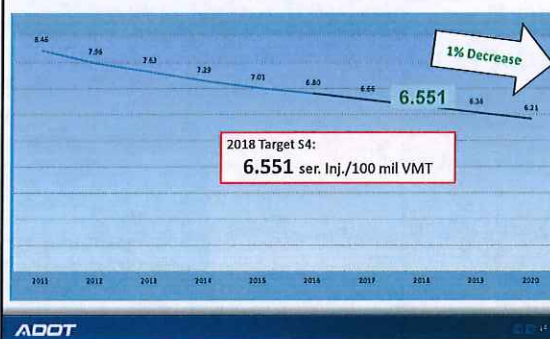
### Target S3. Serious Injuries

Annual and 5-yr Rolling Average



### Target S4. Serious Injury Rate

5-yr Rolling Average



### Non-motorized Fatal & Serious

Annual and 5-yr Rolling Average



### Proposed Safety Targets (Projections)

5-year rolling averages

	2016			2018	
	Actual	5-yr avg.	%	5-yr avg.	5-yr avg.
S1 – Fatalities	962	860.6	4	1,040	934.6
S2 – Fatality Rate	1.439	1.364	2	1.525	1.412
S3 – Serious Injuries	4,515	4,291.6	0	4,515	4,330.4
S4 – Serious Injury Rate	6.753	6.818	-1	6.620	6.551
S5 – Non-Motorized	854	720.4	2	889	790.0
VMT in Billions	66.35	68.05	1	68.2	66.05

### MPO Safety Target Setting - General

Must establish targets specific to MPO area for same five safety performance measures within 180 days of State.

May select one of the following options for each safety performance measure:

- agreeing to support the State target; **OR**
- establishing specific numeric targets for a safety performance measure



### MPO Safety Target Setting - Specific

MPOs that choose to set separate rate targets:

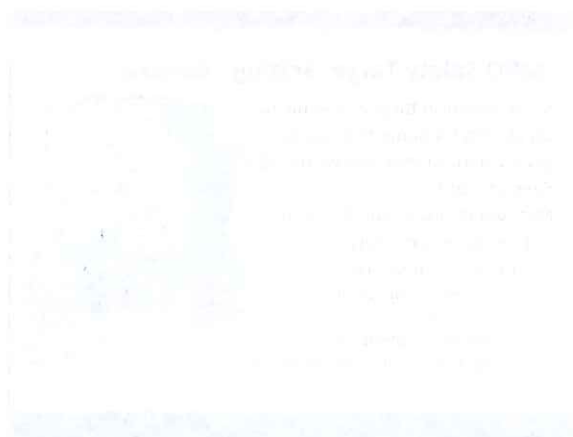
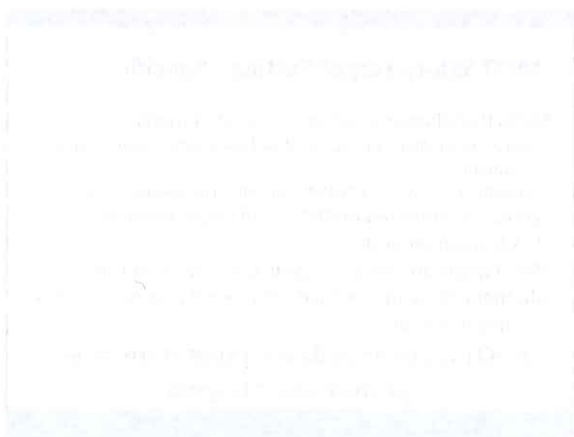
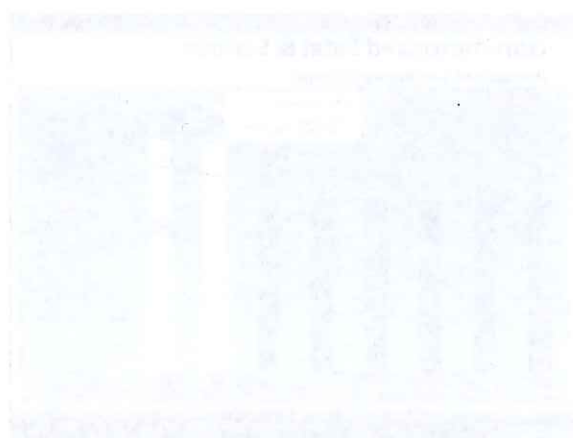
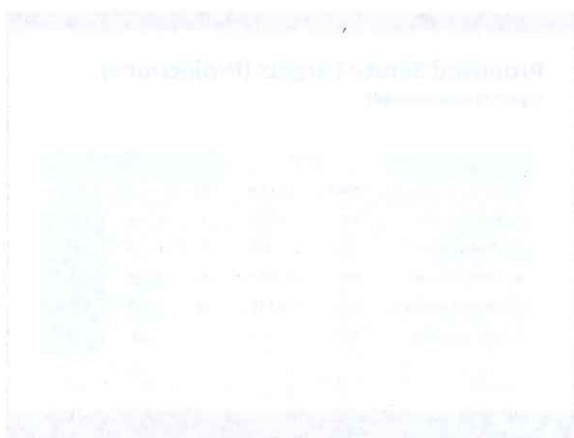
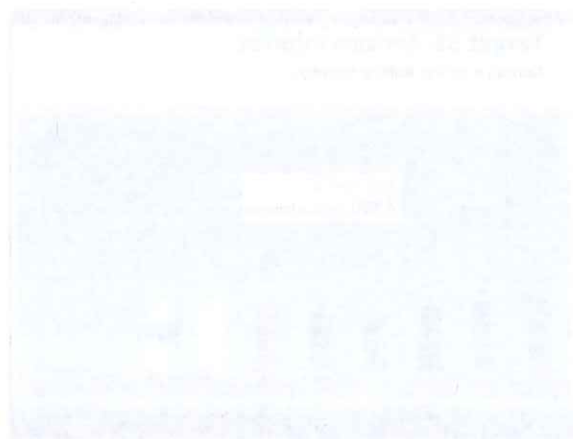
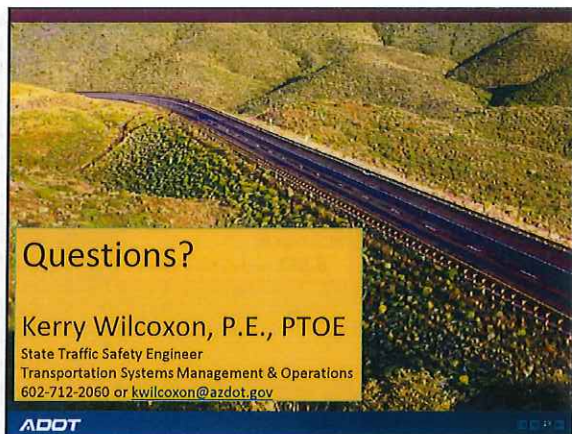
- must report VMT estimate used and the methodology to develop estimate.

- should maximize use of HPMS data when preparing estimates.

Targets are reported to ADOT, and made available to FHWA, upon request.

MPO targets are not included in the assessment of whether a State met or made significant progress toward meeting its targets.

**ADOT recommends adopting state safety performance targets**





## Arizona Highway Safety Improvement (HSIP) Program HSIP Ranking Process

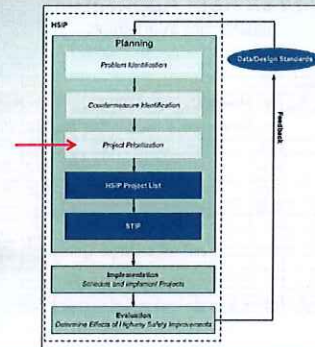
Larry Talley

Transportation Systems Management and Operations  
(TSM&O), Traffic Safety

Every Day Counts  
Arizona Local Public Agency Stakeholder Council  
September 14, 2017

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## HSIP Process



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## General HSIP Eligibility

- Be consistent with a State's SHSP (23 U.S.C. 148(a)(4)(A));
- Correct or improve a hazardous road location or feature or address a highway safety problem (23 U.S.C. 148(a)(4)(A)(i)-(ii));
- Be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means (23 USC 148(c)(2)(B));
- Be listed in the list of included projects under 23 U.S.C. 148(a)(4)(B); and
- Comply with other Title 23 requirements.
- ADOT requirement of a Benefit to Cost Ratio of  $\geq 1.5$

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## SFY18 HSIP Application

### B/C Ratio Analysis

Required for all HSIP Applications

Section	Annual Average Daily Traffic	Estimated Cost	Estimated Benefit	Benefit to Cost Ratio
Section 1: Project Description				
Section 2: Crash Data				
Section 3: Cost Data				
Section 4: Benefit Data				
Section 5: Summary				

Fatal and Incapacitating Only  
And only crashes the countermeasure can potentially influence

Requires the use of a 4 or 5 Star CMF for Fatal, Serious Injury Crashes

B/C Ratio  $\geq 1.5$

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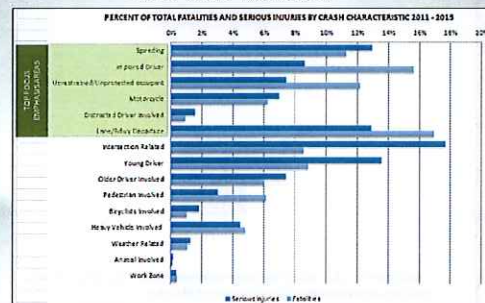
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## SFY18 HSIP Application

### SHSP Score Worksheet



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[illegible]

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# Highway Safety Improvement Program

## Future Arizona HSIP Funding

- A 9-member Safety Review Committee comprised of FHWA, local and ADOT staff will review and approve rankings ( 1 FHWA, 3 ADOT, 1 MAG, 1 PAG, 2 MPO/COGs, and 1 Tribal)
  - ADOT - Kerry Wilcoxon
  - ADOT – Scott Orrahood
  - ADOT – Annette Riley
  - MAG – Sarath Joshua (or surrogate)
  - PAG – Paul Casertano (or surrogate)
  - FHWA – Jeffrey Kling
  - SCMPO – Irene Higgs (or surrogate)
  - CAG – Travis Ashbaugh
  - Inter Tribal Council of Arizona ITCA – Esther Corbett (or surrogate)



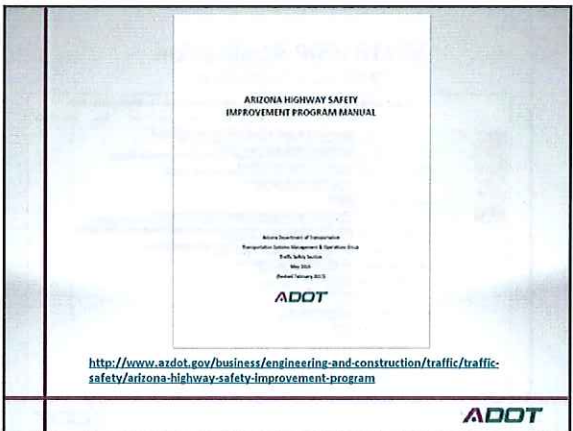

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**Thank You!**

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# Everyday Counts - Arizona Local Public Agency Stakeholder Council

Thursday, September 14, 2017 • 10:00 PM – 2:00 PM

Maricopa Association of Governments (MAG) • 302 N. 1<sup>st</sup> Ave, Saguaro Conference Room • Phoenix, AZ 85003

Completion of this sign-in sheet is completely voluntary and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided below will become part of the public record and, as such, must be released to any individual upon request. Please print clearly.

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